

GRAND RAPIDS HERALD

TELEPHONE NUMBERS
 Business Office, 331
 Editorial Rooms, 199

TERMS OF SUBSCRIPTION
 DAILY and SUNDAY, One Year, \$6.00
 DAILY and SUNDAY, Three Months, 1.50
 SUNDAY, One Year, 3.00
 WEEKLY, One Year, 1.00

Parties desiring the HERALD served at their homes can secure it by postal card request, or order through telephone No. 331. Where delivery is irregular, please make immediate complaint at the office.

REPUBLICAN TICKET.

NATIONAL.
 For President, BENJAMIN HARRISON of Indiana.
 For Vice President, WHEELER HADLEY of New York.

STATE.
 For Governor, JAMES T. HARRIS of Michigan.
 For Lieutenant Governor, JAMES T. HARRIS of Michigan.
 For Secretary of State, JAMES T. HARRIS of Michigan.
 For Treasurer, JAMES T. HARRIS of Michigan.
 For Auditor General, JAMES T. HARRIS of Michigan.
 For Attorney General, JAMES T. HARRIS of Michigan.
 For Commissioner of State Lands, JAMES T. HARRIS of Michigan.
 For Commissioner of State Prisons, JAMES T. HARRIS of Michigan.
 For Commissioner of State Hospitals, JAMES T. HARRIS of Michigan.
 For Commissioner of State Parks, JAMES T. HARRIS of Michigan.
 For Commissioner of State Buildings, JAMES T. HARRIS of Michigan.
 For Commissioner of State Railroads, JAMES T. HARRIS of Michigan.
 For Commissioner of State Highways, JAMES T. HARRIS of Michigan.
 For Commissioner of State Bridges, JAMES T. HARRIS of Michigan.
 For Commissioner of State Ferries, JAMES T. HARRIS of Michigan.
 For Commissioner of State Harbors, JAMES T. HARRIS of Michigan.
 For Commissioner of State Ports, JAMES T. HARRIS of Michigan.
 For Commissioner of State Canals, JAMES T. HARRIS of Michigan.
 For Commissioner of State Rivers, JAMES T. HARRIS of Michigan.
 For Commissioner of State Lakes, JAMES T. HARRIS of Michigan.
 For Commissioner of State Forests, JAMES T. HARRIS of Michigan.
 For Commissioner of State Game, JAMES T. HARRIS of Michigan.
 For Commissioner of State Fish, JAMES T. HARRIS of Michigan.
 For Commissioner of State Game and Fish, JAMES T. HARRIS of Michigan.
 For Commissioner of State Game and Fish, JAMES T. HARRIS of Michigan.

WASHINGTON, Sept. 1.—For Lower Michigan Fair, followed by showers and cooler in northern Saturday or Sunday night, with clouds becoming westerly.

CLEANING THEM OUT.

Acting presumably under the orders of the mayor the police department is making a determined effort to check vice in this city. The arrest of the gamblers and the prompt imposition of fines has had the salutary effect it was intended to have. It is impossible to eradicate the gambling evil so long as men are away by the fascinating allurements of illicit gain. It is not impossible but quite practicable to confine it within limitations and restrictions such that youth will not be corrupted nor the guileless fleeced unless they shall brook their own ruin by covert evasion of the law and the officers of the law. Emboldened by their apparent immunity from arrest the "tin-horns" and "stealers" have made themselves offensive on the streets and in saloon entrances, where their lawless tendencies have been disposed in more or less successful attempts to be the "toughs" they really are. The mayor has done well in removing these eyes sore to decency and shutting up the open rooms where they spend the nights in evil pursuit of the dollars of the innocent "suckers" lured to the lair of the tiger. Last evening's raid on the street-walkers is another wholesome advance. These conscienceless pests are fever sores that disgust even the depraved victims of their wiles. They mingle with the wives and daughters of the respectable and touch elbows with purity at every street corner. Their presence is a reproach to any community and their influence is damning wherever it may come in contact with society. Driven from the streets they seek refuge in the blocks from whence they should be driven with scourges into one quarter of the city, where they may be permitted to exist as a nuisance, in deference to a necessity created by man's depravity. Mayor Stuart, you are on the right track.

CONTROL OF FIRES.

For many years the police have guarded the access to burning buildings and restrained persons from approaching while the firemen were at work. It now appears that the police commissioners have discovered that they have no authority to establish fire lines to keep back the crowds and that if a policeman stops an owner or curious onlooker he commits an assault. The board of commissioners will therefore ask the council to pass an ordinance conferring such authority upon it. Such an ordinance will be quite superfluous and will only serve to cumber the volume of local acts already too heavily loaded with technical and redundant legislation. When a fire is in progress the police have ample power to restrain any and all persons from running into danger. There is no law authorizing a policeman to deter a man who is about to jump from a ten-story building, and if he does do it no conviction for assault would be possible. The department has ample authority to prescribe limits about a burning building beyond which no person shall be permitted to pass, under the act and ordinances that now exist. Policemen are justified in preventing any person from entering upon places where danger to life and limb is present. In fact they stop teams, street cars and bicyclists when danger threatens pedestrians and nobody questions their authority. The right to restrain persons at fires is a time-honored custom, an unwritten law, and it is therefore unnecessary to pass such an ordinance as that proposed by the commissioners.

ONE EXPLANATION.

Attempting to break the force of Peck's report the Free Press darkly intimates that it is a piece of dirty work done for hire. It evidently overlooks the fact that Peck was sponsored by Cleveland, but the Free Press is given to overlooking such incidents where it seeks to prop up a lame argument, shifting the blame of the report to anything except the fact that it is a piece of dirty work done for hire. It is a batch of incomplete statements and has no bearing whatever on the subject question. Thus the Free Press dismisse it, but adds in an apologetic way that "assuming the figures to be trustworthy there is nothing in them to indicate that the

net increase of wages referred to is not wholly due to the employment of an increased number of workmen and women." But the report shows an average individual increase of \$3.11 and, whether assumed to be true or false, this item stands out in conspicuous relief and it must have escaped from the obscured vision of the Free Press the same as the report itself did for five full days. If, however, the Free Press insists that its hypothesis is correct, then it is condemned out of its own mouth, for it tacitly admits that the report does show an increased number of workmen and women employed. That of itself is one of the cardinal virtues of protection. Protection makes it possible for industries to thrive and thereby to afford employment to the unemployed. In one year it increased the net wages of New York workmen and women over \$6,000,000. It cost no more to live, and if the admission of the Free Press be true, more workmen and women were given employment to earn the money to pay the cost. This explanation is the best the Free Press can make. It is quite as commendatory of the McKinley bill as Peck's report. Peck says the wages were increased and the Free Press corrects him by saying that the number employed was increased.

Factious democratic editors declare that along with other things "the cholera is a product of the McKinley bill." It seems, however, that these same factious editors are fully as anxious to be protected from it as anybody. If they would be logical they would advocate that in the great brotherhood of man we should share the sufferings of the cholera victims in Europe.

For the benefit of the readers of the local democratic organ it may be said that so soon as it shall discover in its exchanges any particularly weak and meaningless attack on Peck's report it will be reproduced for their encouragement and edification. It will not always remain silent on this most remarkable democratic document ever published.

"Tair" Hall the notorious desperado who reddened his hands with the blood of several victims was hanged at Richmond, Va., yesterday. Had he lived in Michigan he would have had a cozy furnished cell in prison where his declining days could have been passed in quiet and ease.

AFTER spending \$90,000 for gaudy lithographs advertising "The Procession of the Centuries" to be given in conjunction with the world's fair dedication ceremonies, the directors have decided to abandon it. It was too cheap and tawdry for the Chicagoans taste.

"PAUPER labor is free," shriek the free traders. Who's to blame for that? Why didn't the democratic congress just adjourned make it otherwise? The Coolidge has been shut out, by democratic authority, why doesn't it shut out pauper labor, or make an attempt to do so?

Peck's report shows again this week a healthy and vigorous tone to trade. Every report seems to corroborate Peck's report. Business is good, labor is employed and prosperity blesses every section of the country under the benign rays of the McKinley bill.

SPEAKER CRISP will probably speak in this city during the campaign. What a delightful evening's entertainment Crisp and Ellis would purvey to the democrats. Ellis too cold for Crisp democrats, however, and such a star attraction is improbable.

It has been decided by the democratic national committee to postpone the opening of the campaign in New York until after October 1. Then all the big guns of democracy will be trained on the Yorkers and Peck will supply ammunition.

With one voice the democratic press demand that democratic Labor Commissioner Peck shall furnish one instance where labor received an increase last year. It is quite evident that 8,500 such instances at \$3.11 each, is too many for them.

MR. DUNHAM delivered a well timed address before the eleventh ward republican club last evening. This evening the republicans of the third ward will meet for organization, and brief addresses will be made by local speakers.

MR. MORSE is making very little headway in his pursuit of the soldier vote. The old veterans are used to the cry, "there is no wolf," and wisely remain loyal to the party that has befriended them.

IF THE Democrat does not explain Peck's report today nor mention the fact that it was made public last Sunday, it will not do so until Monday for its columns are closed to politics on the Sabbath.

GRAND RAPIDS wins another state convention. The republican state convention to nominate a judge of the supreme court will be held here September 27.

JOHN L. is making a triumphant journey to the battle field, but he may return with a broken spirit and a broken nose.

FIVE days after the report was published the Detroit Free Press concludes that it is a piece of dirty work done for hire. It is a batch of incomplete statements and has no bearing whatever on the subject question. Thus the Free Press dismisse it, but adds in an apologetic way that "assuming the figures to be trustworthy there is nothing in them to indicate that the

RAID ON THE GIRLS

Policemen Gather in the Fair and Frail

TO PROTECT THE CITY'S HONOR

A Full Half Dozen of the Soiled Doves Put Behind the Bars for Safe Keeping.

The police department has come to the conclusion that the city is growing naughty and has girded itself with the armor of virtue. The successful raid made on the gambling house a few nights since and the consequent arrests produced among the gambling fraternity, nerved the department for continued action. Another line of operation was mapped out yesterday along which to pursue the good work. Last night Officers Madigan, Brown, Houghtaling and Fahey, four of the handsomest men on the police force, cast off their uniforms and donned their tailor made suits. This was done by order of their chiefs, who saw the awful peril that is staring the young men of the city in the face and recognizing the great responsibility that rests upon the department in protecting the people from the alluring snares that are cast about them, decided to act at once. The four men detailed for the work never appeared more charming than they did last night and their chiefs were sure that they had selected the right men for their purpose. They were called into the lieutenant's private office and given instructions as to what the orders of the department were.

In Their Sunday Clothes. The officers were all clean shaven, their mustaches neat and their shoes polished. Their clothing was faultless. After having received their orders the officers proceeded to the localities assigned them for duty. These particular localities have become notorious as the haunts of a class of females who support themselves by questionable means. These streets are Kent, Ionia and Spring. This class of women is considered to be the most depraved and degraded of the characters brought into police circles and they have been paying their vocation with astonishing boldness for several months. Young men are approached and enticed by these creatures who entice them into drinking stills and wine rooms. Their victims are lured into the saloons where they have been playing their trade. Many complaints have been made to the police by young men whose pockets have been rifled in these drinking stills and wine rooms. The officers were very friendly to him and invited him to go with her. To inquiries concerning her residence she replied that she lived in the Arcade and again invited him to go with her. The officer returned the compliment by inviting her to accompany him to the police station. She went with him. Officer Brown went on Ionia street and was more fortunate. He captured a girl named Reena and Minnie Knight, two girls who have been familiar figures on the streets at night for several weeks. They, too, were taken to the police station.

Object of the Raid.

To rid the streets of this class of persons was the prime object of the police last night. The gallant and handsome officers placed themselves as willing victims to this class of females. The first victim to the wiles of Susie Cam was Helen Fay. The officer met her on Kent street and she was captivated by his winning appearance. She was very friendly to him and invited him to go with her. To inquiries concerning her residence she replied that she lived in the Arcade and again invited him to go with her. The officer returned the compliment by inviting her to accompany him to the police station. She went with him. Officer Brown went on Ionia street and was more fortunate. He captured a girl named Reena and Minnie Knight, two girls who have been familiar figures on the streets at night for several weeks. They, too, were taken to the police station.

Mashed by Madigan.

Officer Madigan's appearance captured Mattie Hay on Kent street and she wanted his company, but Madigan wanted her and placed her under arrest. Officer Houghtaling was also right in line and Annie Bright and Kit Armstrong wanted to make his acquaintance. They accosted him a little too familiarly and the officer asked them to go with him. They were willing to accept the invitation and began inquiring where they should go. "To police headquarters," replied the officer. They were contented and he suggested at the answer but they went. The girls were all taken to the county jail and registered as disorderly. The news of the raid was communicated to other females of that character and they kept themselves secreted during the rest of the night. The six persons arrested will be arraigned in police court this morning on a charge of disorderly conduct.

FILED HIS ARTICLES.

The Wolverine Social Club is the Latest to Be Incorporated.

Articles of association incorporating the Wolverine Social Club were filed with the county clerk yesterday. The object and purposes of the corporation are stated to be to promote social intercourse among its members and to provide for them the convenience of a club house. The capital stock of the corporation is placed at \$5,000. The stock is divided into 500 shares of \$10 each and the term of existence of the corporation is fixed at five years. The incorporators are: Frederick Jennings, Eugene Jensen, Frank M. Sorenson, Add Stahl, Ernest A. Wells, Samuel G. Beattie, John H. Roberts, Orville P. Reed, James S. Cowin, Jeremiah Boynton, David Andley, Leonard Rathbone, John McDonald, Charles Kahler, Charles B. Clark and George H. White.

Postponed the Excursion.

The Y. P. S. C. E. excursion to Long Lake did not put out as well as was expected yesterday and the excursionists did not go, although a special train had been provided for the excursion and had prepared to go. The excursion was finally decided not to run the excursion as the society would be a heavy loser by so doing, and the faithful few who had made such a strenuous endeavor to visit Long Lake returned to their respective homes with their tanks full with sandwiches, lemon eggs and pickles and their hearts filled with disappointment and sorrow.

From a Cigar Stub.

This evening in front of Harvey & Hystek's store on Monroe street caught five youngsters from a lighted cigar stub. The youngsters were caught before much damage was done. It is thought the cigar was thrown from one of the upper windows.

Macabre Reception.

The members of Milton Hill, Lady Macabre, gave a box social and dance last night in K. O. T. M. hall on Pearl

street for the benefit of the Uniform Rank. A large crowd composed of the members of the two divisions was in attendance, and about \$25 was realized from the evening's entertainment. Milton Hill was organized last week with a large membership and has early made itself popular with the other organizations of the order.

WELL KNOWN HERE.

Captain Minch Was Prof. Swensberg's Cousin.

The wrecking of the steamer Western Reserve off AuSable banks in Lake Superior Tuesday night, as recounted in yesterday's Herald, has a sad local interest for the people of Grand Rapids, in that Capt. Peter G. Minch, a wealthy vessel owner of Cleveland and the owner of the fatal vessel, who with his wife and two children and wife's sister are among the drowned, was a cousin of Prof. C. G. Swensberg of this city. Captain Minch and his family were frequent visitors of Prof. Swensberg. Wednesday last week they spent a day at the Swensberg home and the professor and his daughter, Bertha, who were visiting them in Cleveland, to accompany them on the trip to Lake Superior, but the invitation was declined on account of the near approach of the school term and the responsibility of Miss Bertha's studies. Thus a providential interposition saved the lives of another father and daughter.

The family, who together with all save one of the officers and crew, consisted of Captain Minch, his wife, son, aged 12, daughter, aged 10, and daughter, aged 6; sister-in-law, Mrs. Bertha Engleby of Vermilion, O., and her daughter, Bertha, aged 9. Capt. Albert Myers and his son, Carl, of Vermilion, with his officers and crew of nineteen men, make a total of twenty-seven who met death amid the horrors of that fearful night.

The Western Reserve was one of Captain Minch's newest boats, one of the largest and best of the new steel steamers on the lakes. Built by the Cleveland Ship Building company of Cleveland, she was launched October 1, 1890, she was 31 feet over all, 41 feet beam, with a tonnage of 320,000 tons and was valued at \$300,000. Her last trip was intended for a picnic excursion and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out on a fine, calm sea, and she had about 100 passengers on board. She was carrying a full cargo. She cleared from Cleveland Sunday afternoon, bound for Two Harbors, and according to the account given by the only survivor, Wheelman Harry Stewart, she went out